MAG-TA Brief

Result of joint discussions between C4, ASL, MCNOSC, PM/NMCI and 1st MAW.

Team

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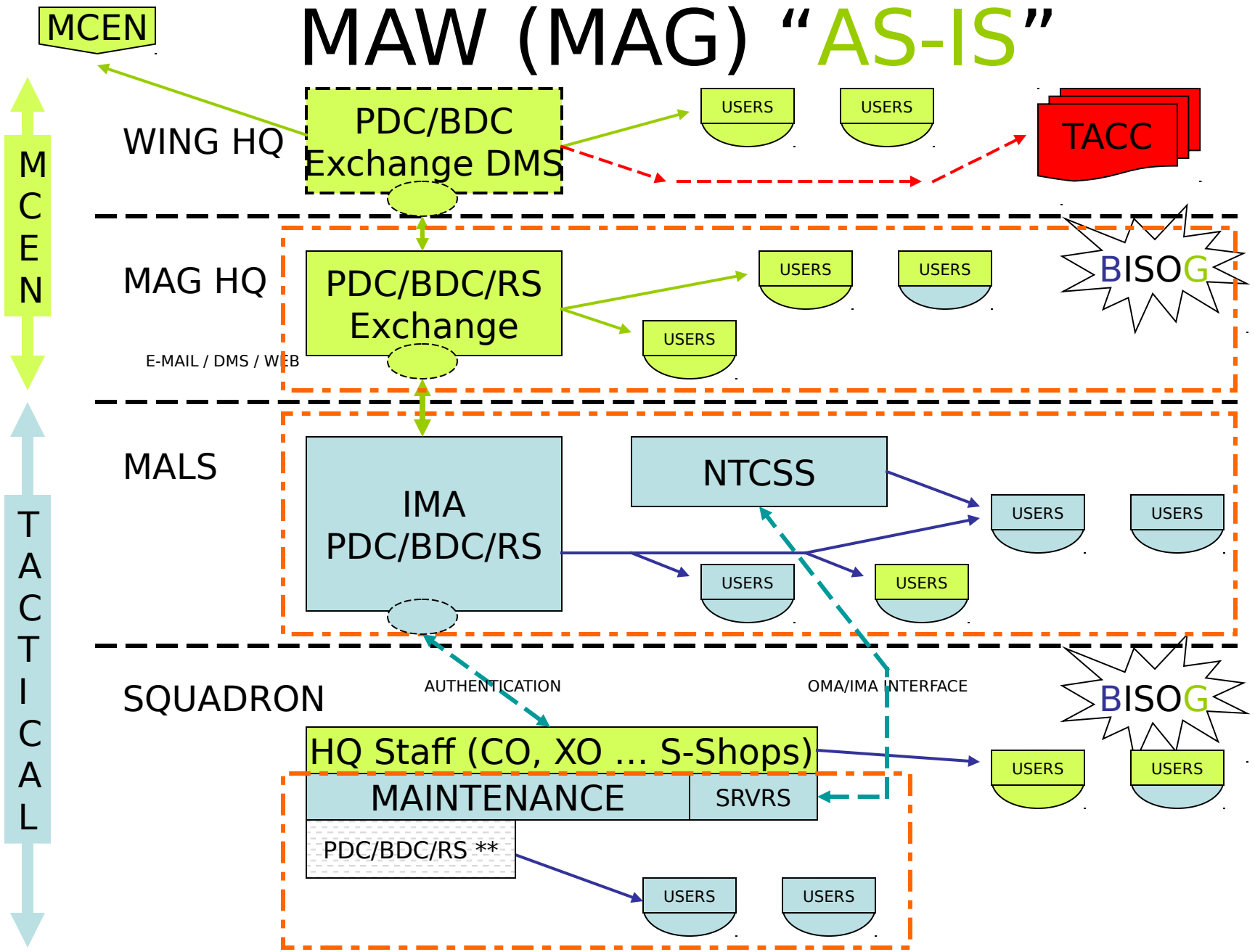
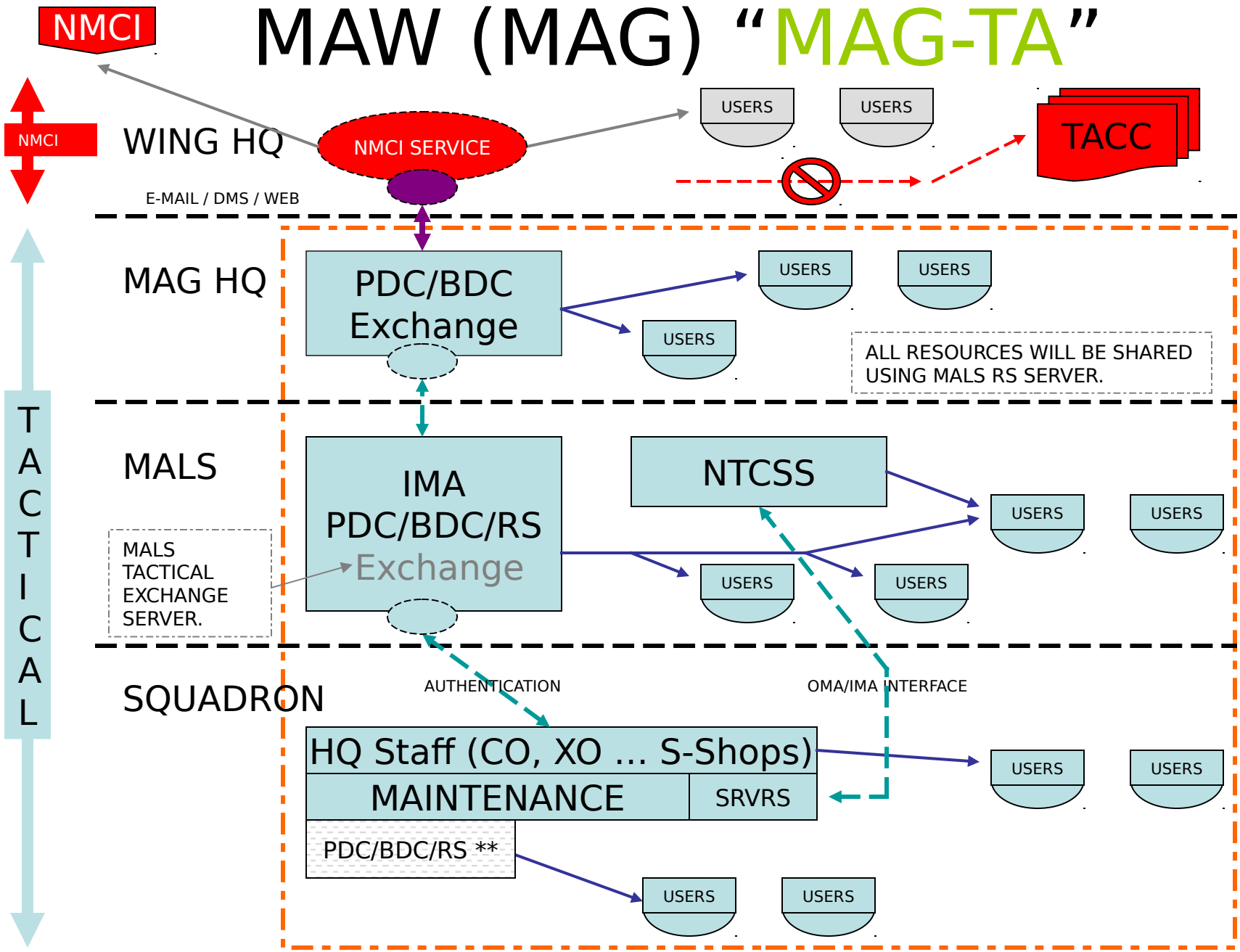
- MSgt Wright
- GySgt Dhaliwal

MARFORPAC's requirement is for 1st MAW MAGs to be "ready to operate" without notice regardless of physical location (i.e. afloat, forward ashore, garrison) of the MAG or an NMCI implementation.


MCEN
MAW (MAG) "AS-IS"
MCEN
TACTICAL
WING HQ
PDC/BDC
Exchange DMS
USERS
USERS
TACC
MAG HQ
PDC/BDC/RS
Exchange
USERS
USERS
USERS
BISOG
E-MAIL / DMS / WEB
MALS
IMA
PDC/BDC/RS
NTCSS
USERS
USERS
USERS
USERS
SQUADRON
AUTHENTICATION
OMA/IMA INTERFACE
BISOG
HQ Staff (CO, XO ... S-Shops)
MAINTENANCE
SRVRS
PDC/BDC/RS **
USERS
USERS
USERS
USERS


NMCI
MAW (MAG) "MAG-TA"
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WING HQ
NMCI SERVICE
USERS
USERS
TACC
E-MAIL / DMS / WEB
MAG HQ
PDC/BDC Exchange
USERS
USERS
USERS
ALL RESOURCES WILL BE SHARED USING MALS RS SERVER.
MALS
IMA PDC/BDC/RS Exchange
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USERS
MALS TACTICAL EXCHANGE SERVER.
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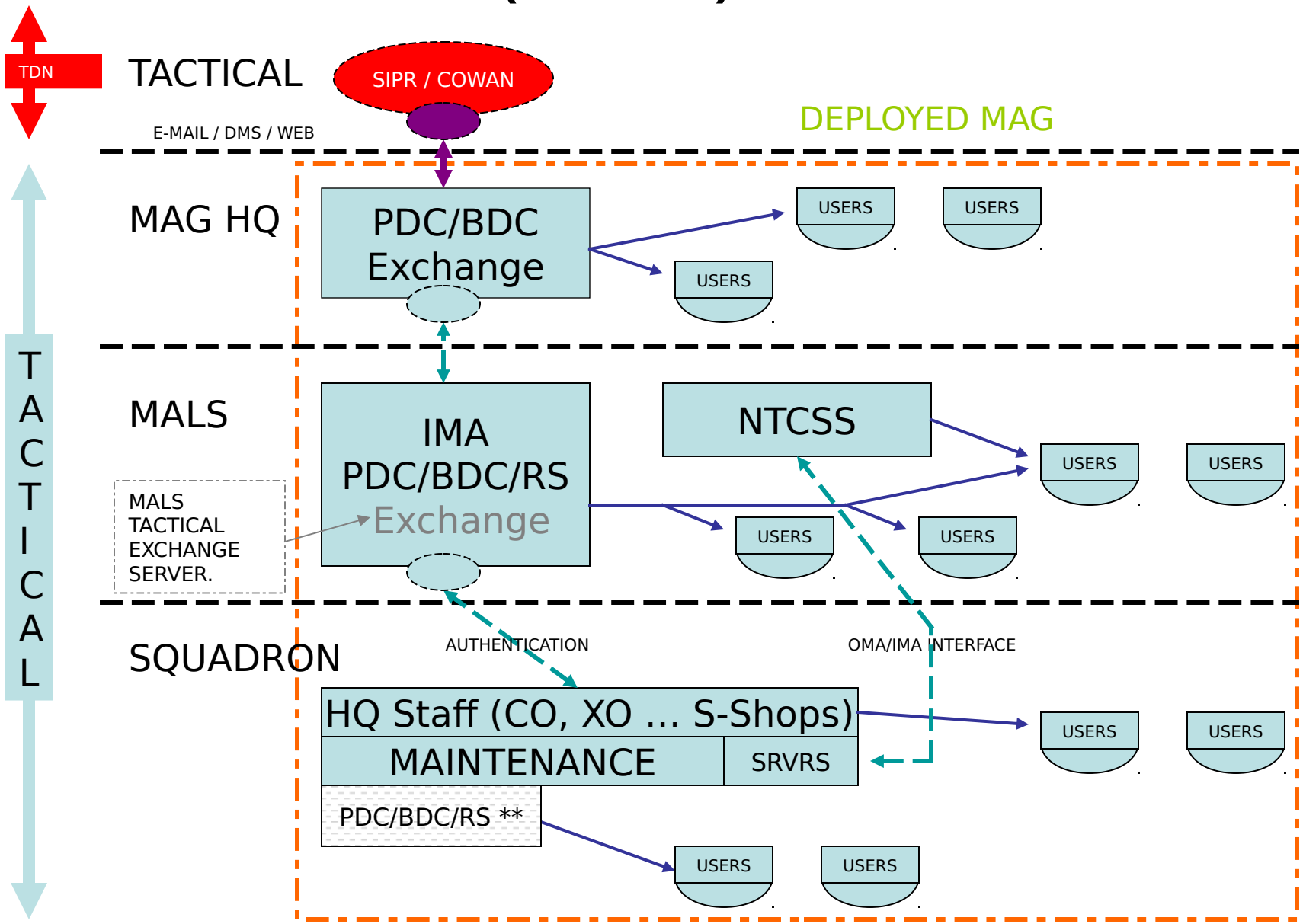
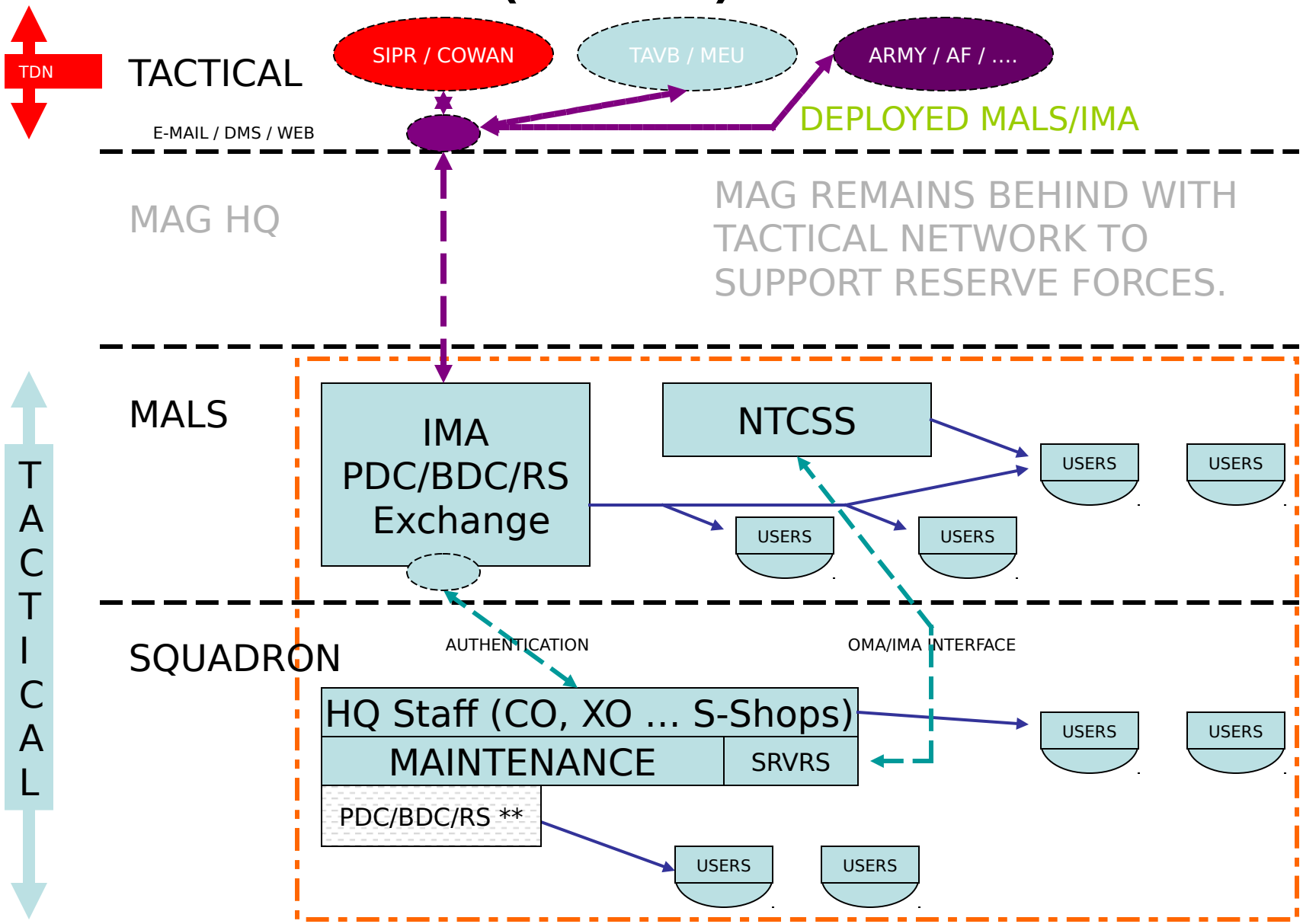
TACTICAL

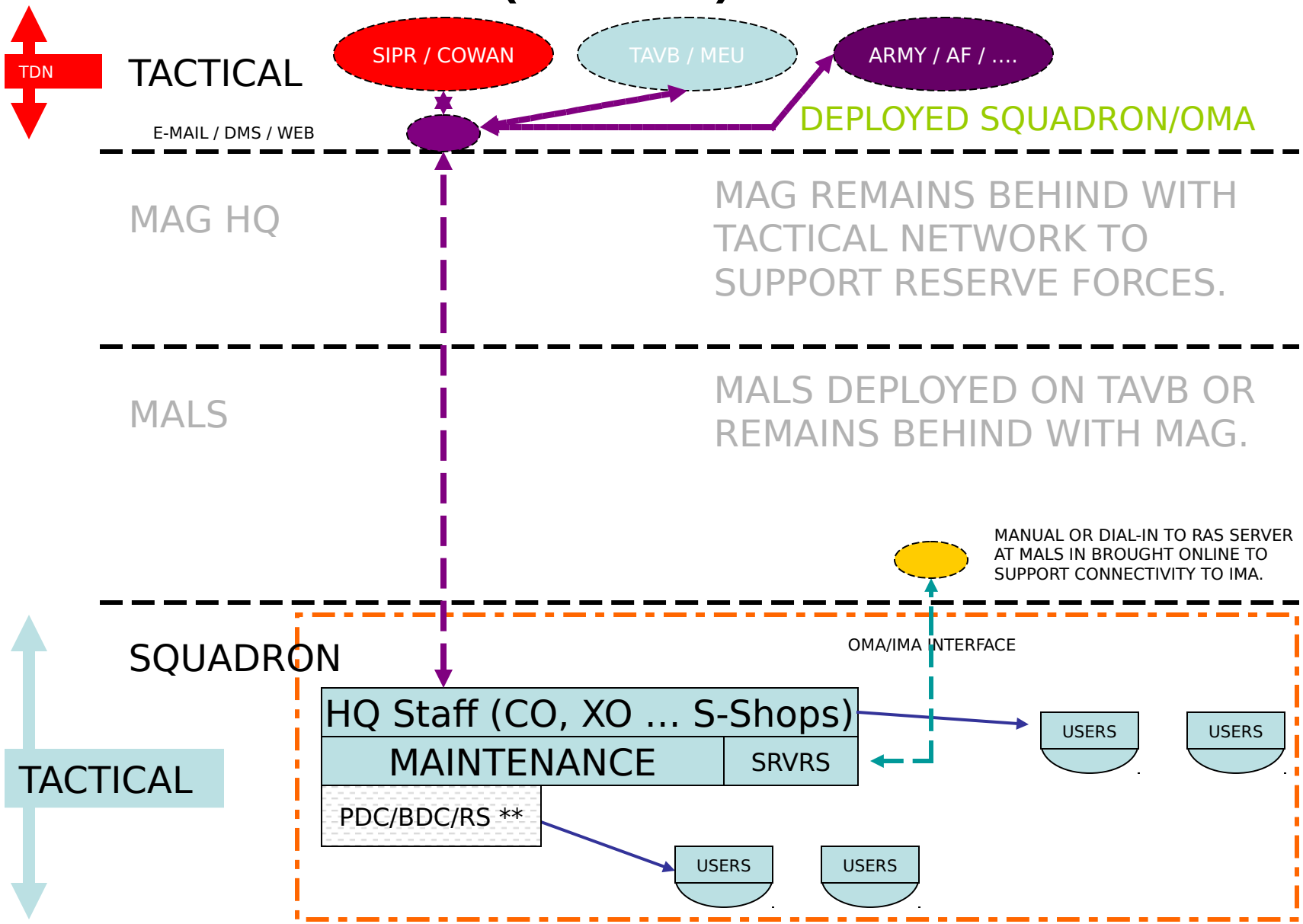
MAW (MAG) "MAG-TA"

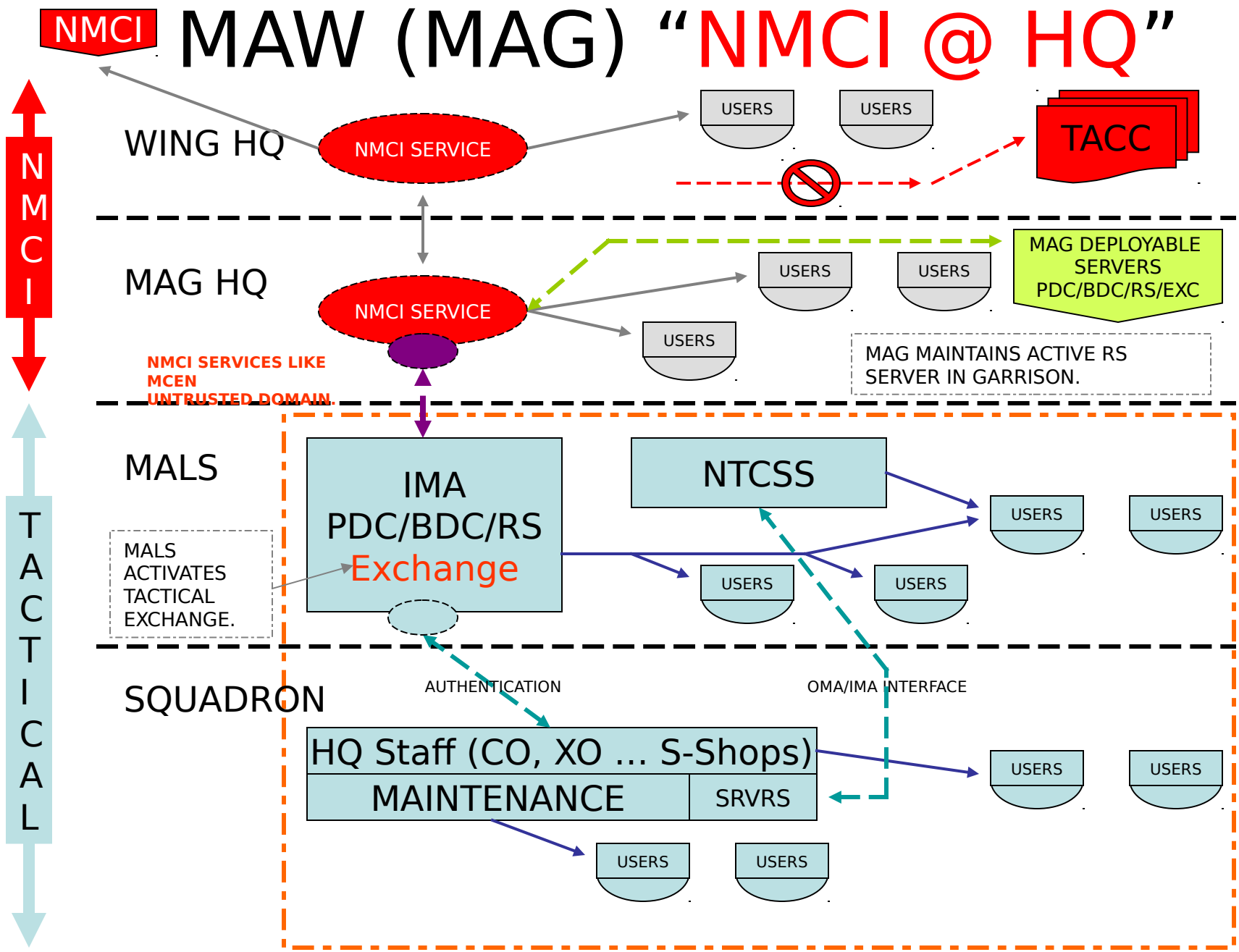


MAW (MAG) "MAG-TA"



MAW (MAG) "MAG-TA"




NMCI
MAW (MAG) "NMCI @ HQ"
NMCI
TACTICAL
WING HQ
NMCI SERVICE
USERS
USERS
TACC
MAG HQ
NMCI SERVICE
USERS
USERS
USERS
MAG DEPLOYABLE SERVERS PDC/BDC/RS/EXC
MAG MAINTAINS ACTIVE RS SERVER IN GARRISON.
NMCI SERVICES LIKE MCEN UNTRUSTED DOMAIN.
MALS
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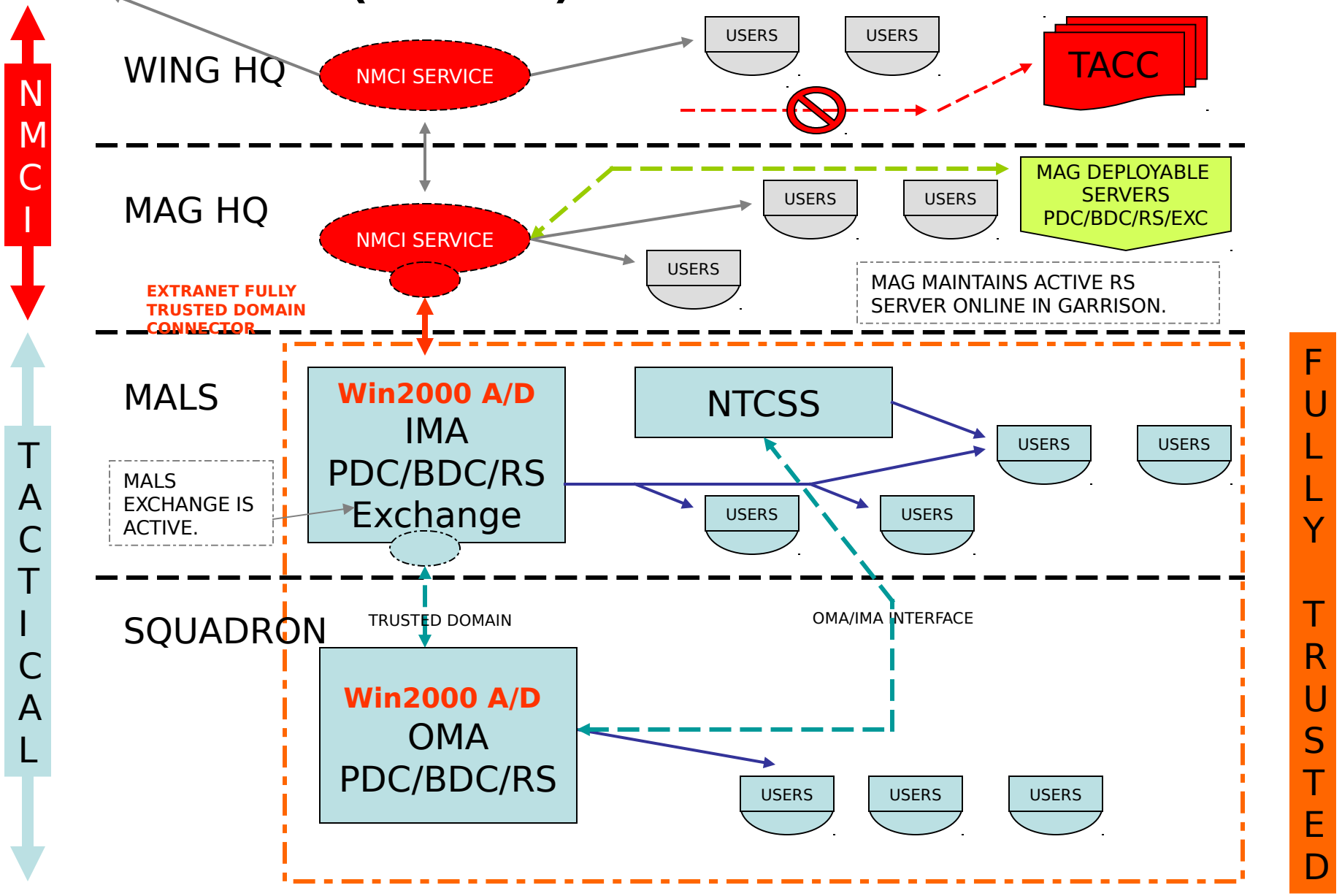
NMCI MAW (MAG) "HYBRID MAG-TA"



End State

- The "HYBRID MAG-TA" meets the operational imperatives necessary to support 1st MAW's forward positioned units and provides all our wings the framework for a rapid build-up of aviation combat elements in support of our Oplans and Conplans.

- The "HYBRID MAG-TA" architecture differentiates between aviation command and control organizations such as the WING HQ or Group HQ and an integrated aviation unit such as an aircraft squadron or an aviation logistic squadron. **Our flying and aviation logistics squadrons perform flight operations, maintenance, logistic, command and control, and administration as part of a single integrated environment**. The "HYBRID MAG-TA" architecture meets the requirement for a deployable, low risk, low maintenance and IT-21/NMCI solution.

- Placing NMCI seats and services below the MAG HQ destroys the integrity Of the unit's command and control system while placing several non-compatible operating applications within a single units decision support system. This type of solution creates NMCI seats and services that place unnecessary High risk and high maintenance on a unit where there are no resources or capability to support such systems. We cannot have multiple interfaces in an environment that requires a single integrated operating environment.

- This "HYBRID MAG-TA" solution makes sense. I need your quick support to ensure that the "HYBRID MAG-TA" is approved and forwarded thus allowing each WING to properly identify and order their NMCI seats. **NMCI can be a great solution but it cannot break the integrity of our flying and aviation logistics units.**

Pros of Recommended Solution

- MALS/Squadrons servers will be visible across the board – As long as they are connected to NMCI network (CONUS or OCONUS).
- MALS/Squadrons can disconnect from NMCI and deploy with minimal configuration changes.
- AISD will have full control of the hardware/software configuration.
- No B1/B2 Issues with firewall. Fully Trusted Windows 2000.
- NTCSS PM is not required to support MAG HQ users (as requested under MAG-TA concept). NMCI provides destkop refresh and software services for all users.
- MAG no longer maintains active deployed domain (PDC/BDC/ Exchange). The deployed domain, is managed by AISD/S-6. MAG will maintain separate resource server, and offline PDC/BDC/Exchange servers if/when disconnected from MALS.
- Allows same flexibility as MAG-TA; IMA and Squadrons can deploy independently or as one. Multiple IMA’s can merge into ONE MAG with zero configuration changes.

Cons of Recommended Solution

- MAW will have to review requested seats (cannot count MALS or Sqn as CLIN 4AC or 36AQ. Will now become CLIN 4103).

- Request NMCI to research CLIN that will provide desktop refresh (to include software upgrades) to support HYBRIG MAG-TA option.

Recommendations

- • HQMC(C4) / NAVY (N6) develop policies that establish a common technical architecture for the upgrading or development of a replacement suite of aviation logistics support applications that will seamlessly operate on both the NMCI infrastructure and the MAG-TA/IT-21 infrastructure.
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- • Identify a “forward positioned” MAG as the proof of concept (POC) site for the transition from MAG-TA to NMCI. Without a standard technical architecture (systems and application) for both garrison and tactical infrastructures, we will continue to have applications that are limited to specific type of networks.
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- • HQMC (AVN/C4) confer with OPNAV and the NMCI PM office to assess current systems (e.g. SUDAPS, NALCOMIS) future upgrade or transition.

- * Navy/Marine Corps resolve any technical and operational issues to the satisfaction of each MEF, Aircraft Wing and Naval Force Commander.

Conclusions

- • NMCI transition plans, business case analysis, seat definition, configuration management and legacy applications transition must reflect the operational requirement unique to the needs of the Marine/Naval aviation community.
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- • Uncertainties and unresolved issues will cause significant degradation in operational capabilities, systems integration (Joint, Coalition, Afloat) and deployability of MAGs.

- Adoption of the MAG-TA concept is essential to ensure that NMCI implementation process supports the best interest of the Operating Force Commander in the execution of his OPlans.

POC INFORMATION

- C4 Col Hilton, P.
  - » LtCol Staten, R.
  - » Maj Baxter, J.
- NMCI Col Logan, R.
  - » Capt Spezzano, J.
- 1MAW Capt Beckford, H.C.
  - » GySgt Dhaliwal, S.S.